

THE ILLUSTRATED LONDON NEWS

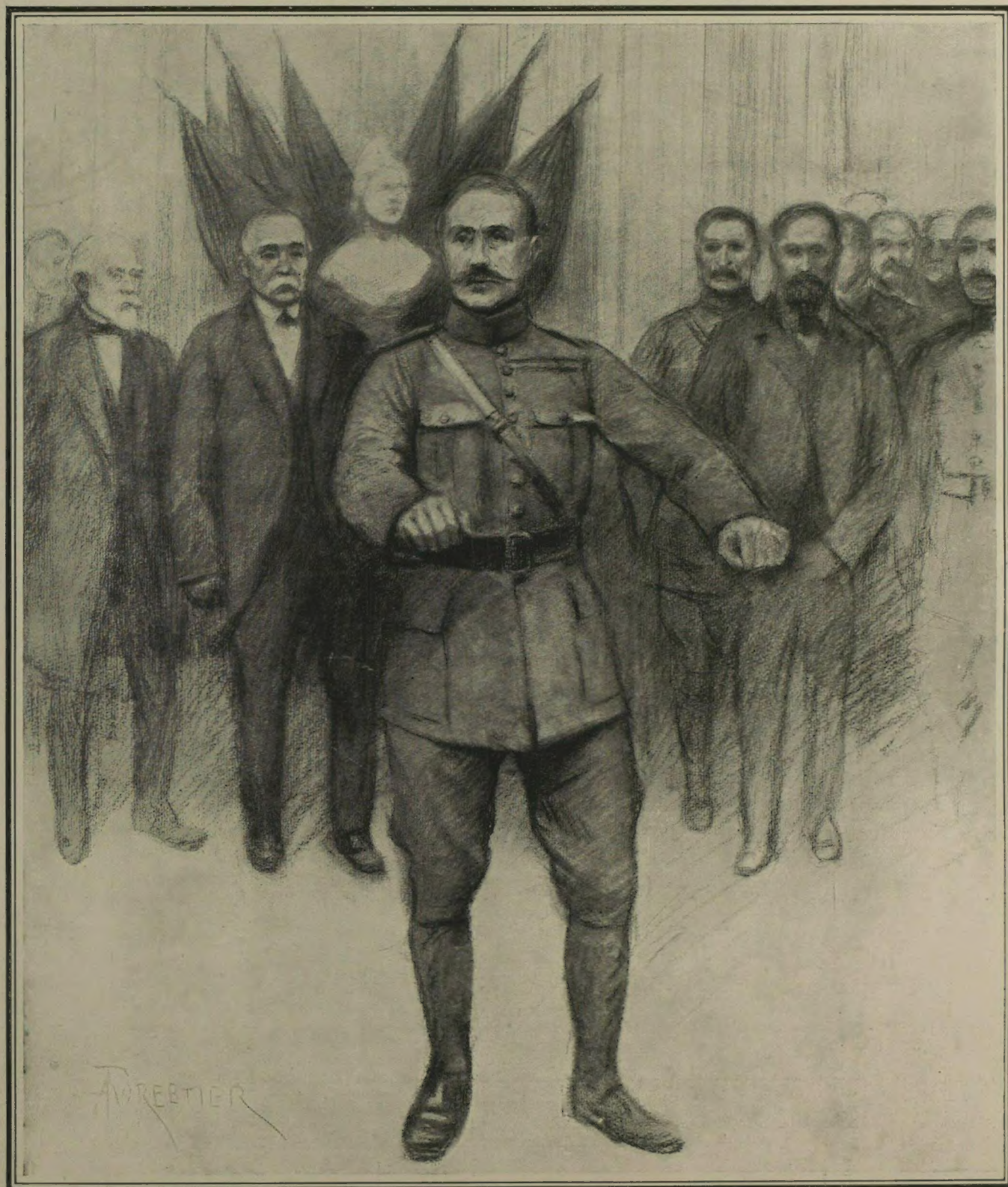
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ONE SHILLING.

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"AND SO WE STARTED AFRESH": MARSHAL FOCH SPEAKING AT THE RECEPTION IN HONOUR OF M. CLEMENCEAU AND HIMSELF AT THE FRENCH EMBASSY IN LONDON.

The words quoted above were those which evoked the greatest outburst of applause during the speech which Marshal Foch made at the French Embassy on December 2, when the French Ambassador, M. Paul Cambon, gave a reception for the French colony in London to meet the Marshal and the French Premier, M. Clemenceau. Speaking of the German offensive last spring, Marshal Foch said: "We agreed to this—'First we shall stop them

at all costs. . . . We succeeded. There is nothing like the simple for success. We then made up our accounts. . . . We said: 'We shall recuperate and make a fresh start. And so we started afresh. . . . Our offensive more and more developed . . . and was about to increase still more in force when the enemy stopped us by requesting an armistice.'"

DRAWN BY OUR SPECIAL ARTIST, A. FORRESTER.

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By G. K. CHESTERTON.

A PRUSSIAN General proclaimed the very Prussian maxim, in the middle of the sack of Belgium: "Victory will efface all." The maxim seems to be changed to-day to "Defeat will efface all." The two statements really involve the same idea, and have the same motive. It is the idea of irresponsibility through a change of identity. Teutonic Imperialism, even in its triumphs, had always the fundamental idea of forgetfulness. It was always commanding the Pole to forget Poland; the Bohemian to forget Bohemia; the men of Lorraine to forget that they were French; the men of Schleswig to forget that they were Danish. It always held that history was fluid, and had taken new forms; that all landmarks and lines of distinction would be washed out by the wave of the world. Upon this question the two sides in the Great War stood opposed more clearly than on any other. It was the whole claim of Rome and Gaul and Britain that there was something imperishable and, indeed, irrevocable about their creations, and even their crimes. It was the whole claim of the Teutonic tribal empires that the last success would efface everything. This is the profound sense in which it was always true to say that Prussia was atheistic; it held that the cosmos has no conscience because it has no memory. It is always looking for what it would call a new world; as some primeval vision of the ancient slime might be called a new world.

But the Allies stand for an opposite and better principle, not only for Europe, but for Germany. And it is clear that not only in Europe, but even in Germany, the more historic idea for which they stand is again beginning to raise its head. It is not so much the revolt of a New Germany, as the return of an Old Germany—or, rather (and that is the point) of the Old Germanies. What we call the modern world is a more ancient world than we thought; and its simplicities will survive its complexities. Men care more for the rag that is called a flag than for the rag that is called a newspaper. Men care more for Rome, Paris, Prague, Warsaw, than for the international railways connecting these towns; or for the international relations that are often as cold, as mechanical, and as dead as the rails. Nobody has any such ecstatic regard for the mere relations of different peoples to each other, as one would gather from the rhetoric of idealistic internationalism. It is, indeed, desirable that the peoples should remain at peace with

each other; it would be desirable that the men should love each other; but always with the recognition of the identity of other peoples and other men. Now, too much of cosmopolitan culture is a mere praise of machinery. It turns ultimately upon the point that a telegram can be sent from one end of the earth to the other, irrespective of what is in the telegram; that a man can talk on the telephone from China to Peru, irrespective of whether he talks Chinese metaphysics or Chinese morals.

Mr. H. G. Wells recently delivered another of his thoughtful and suggestive lectures about the League of Nations. I hesitate to discuss it in detail, because what I saw was obviously only a hasty report which might do him injustice, and

we ought to "pool" all our Foreign Offices. With this I not only do not agree, but I do not quite see why he should agree. Secret diplomacy really has been too secret; roughly, because the diplomatists have been too few and too far off. I cannot see how this is mended by making the diplomatists even fewer, and even farther off. And that must surely be the result of concentrating all offices in one great cosmopolitan office. I cannot see why that central office should not have a complete labyrinth of backstairs. And anybody who knows anything of cosmopolitan types and tendencies will feel tolerably certain that it would. Our experience of international intrigues during the war will surely be enough to show us that the most secret of all secret diplomacy is that which is not even officially diplomatic. The relations of Kühlmann and Trotsky were much more obscure and elusive than the relations of Hollweg and Sazonoff. There is more mystification and controversy about the career of Mr. Morel than about the career of Mr. Gerard.

I cannot see why we should have a sharper popular check on such private diplomacy because it was removed far from all our popular tests and traditions. If we cannot collar the conspirator when he comes down the backstairs in Downing Street, why are we certain to trip him up if he transacts all his business on some neutral spot like the North Pole? The truth is, of course, that Government always becomes less popular in proportion as it becomes less local. The perfect democracy is a parish democracy; and though there are,

doubtless, defects in this type of community, there are far greater dangers in departing from it too far. The intermediary type which for Europeans seems to be normal, is the type that is national. It is clear, at any rate, that the Europeans do return to it when much larger schemes have been laid in ruins. That is why we have seen the triumph of the real Bohemian of the fields and forests over the sham Bohemian of the clubs and cliques. That is why, in comparing the pro-Ally Pole who is a Pole with the pro-German Pole who is a Jew, we can say, without unpardonable levity, that they are as far asunder as the Poles. It is the day of the return of real things. It is Christendom of the nations that returns, and may truly be said to be terrible as an army with banners; for every banner has its separate blazonry.



ITALIAN, FRENCH, AND BRITISH STATESMEN MEET AT CHARING CROSS: (L. TO R.) SIGNOR ORLANDO, MR. BONAR LAW, M. CLEMENCEAU, LORD CURZON, MR. LLOYD GEORGE, AND BARON SONNINO.

Italy's distinguished political leaders, Signor Orlando (Premier) and Baron Sonnino (Foreign Minister), arrived at Charing Cross on Sunday, December 1, by the same train which brought Marshal Foch and M. Clemenceau, the veteran Premier of France. Among those who welcomed them on the platform were Mr. Lloyd George, Mr. Bonar Law, Lord Curzon, Lord Milner, and Sir Eric Geddes. Signor Orlando and Baron Sonnino drove to the Italian Embassy, where large crowds assembled to cheer their arrival. (Photograph by C.N.)

lead me to do him injustice also. As I have often explained here, I am quite willing to accept the ideal of a League of Nations if it is really a League of Nations; that is, a league of free nations. I accept it if it means that States should be leagued as England is now leagued with France; but not if it means they are to be leagued as Saxony was leagued with Württemberg, or as Bohemia was leagued with Austrian Poland until that day of deliverance that we have lived to see. Which of these two ideas is Mr. Wells' idea, I have never been quite certain; but in the remarks which I have seen reported, he seems to have used two phrases which have a very interesting connection, however he himself connected them. One was the statement that a Foreign Office tended too much to the use of the backstairs; with which I quite agree. The other was the statement that

"THE ILLUSTRATED LONDON NEWS" CHRISTMAS NUMBER.

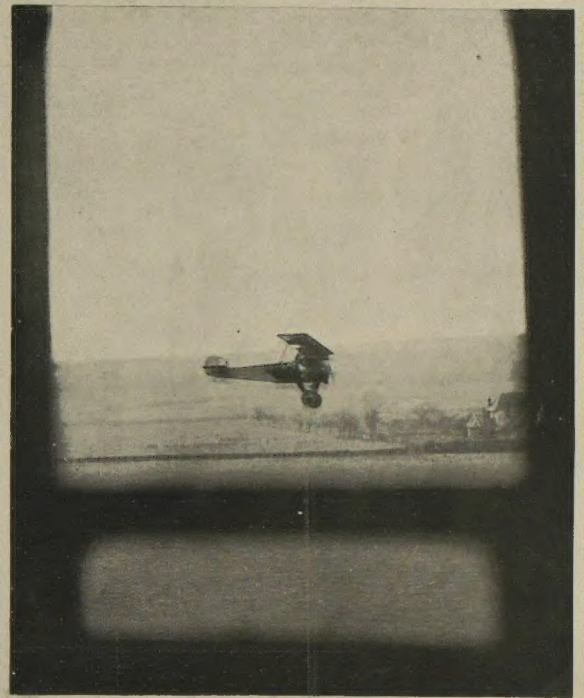
"The Illustrated London News" Christmas Number is Now on Sale. It contains a Complete Oriental Mystery Novel by Sax Rohmer, entitled "The Golden Scorpion." The splendid Coloured Picture is entitled "A Rose for Remembrance." In the Number also are pictures by famous artists. The whole of the issue is in Photogravure. The Number, which is priced at Two Shillings, can be obtained in the usual way at all Booksellers' and Newsagents'.

ENGLAND'S WELCOME TO MARSHAL FOCH: IN DOVER AND LONDON.

PHOTOGRAPHS BY SPORT AND GENERAL AND C.N.



WITH MARSHAL FOCH AND M. CLEMENCEAU ON BOARD: THE FRENCH DESTROYER "FRANÇOIS GARNIER" ENTERING DOVER HARBOUR.



THEIR AERIAL ESCORT BETWEEN DOVER AND LONDON: AN AEROPLANE SEEN FROM A WINDOW OF THE TRAIN.



LEAVING CHARING CROSS STATION: MARSHAL FOCH IN A CARRIAGE WITH THE DUKE OF CONNAUGHT.



INSPECTING THE GUARD OF HONOUR (OF THE BUFFS) AT THE ADMIRALTY PIER, DOVER: M. CLEMENCEAU AND MARSHAL FOCH.



AT CHARING CROSS: MARSHAL FOCH (LEFT) WITH THE DUKE OF CONNAUGHT (REPRESENTING THE KING).

London welcomed with tremendous enthusiasm the great soldier whose genius brought victory on the Western Front, and the veteran statesman who has guided France with such indomitable spirit. Marshal Foch and M. Clemenceau crossed from Boulogne to Dover on Sunday, December 1, and came on by train to London. The guard of honour at Dover was provided by a detachment of the Buffs, of whom 88 out of the 100 men forming the guard had been wounded in the war. At Charing Cross the visitors were

welcomed by the Duke of Connaught in the name of the King, who was, of course, absent in France, where shortly before he had conferred on Marshal Foch the Order of Merit. Great crowds had gathered in the streets, and raised a huge shout of welcome as Marshal Foch drove by to Claridge's Hotel, and M. Clemenceau to the French Embassy. By the same train arrived the two distinguished Italian statesmen, Signor Orlando and Baron Sonnino, who are seen in the group on our "Note-Book" page.

"A UNION OF HEARTS": THE KING'S GREAT WELCOME IN PARIS.

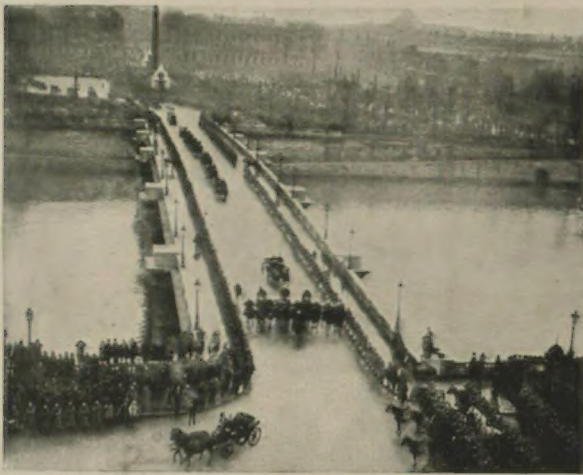
PHOTOGRAPHS BY ROY, TOPICAL, ILLUSTRATIONS BUREAU, NEWS ILLUSTRATIONS, AND C.N.



WITH THE ARC DE TRIOMPHE IN THE BACKGROUND: THE PROCESSION PASSING DOWN THE CHAMPS ÉLYSÉES.



A ROYAL SMILE AND A PRESIDENTIAL SALUTATION: THE KING AND M. POINCARÉ.



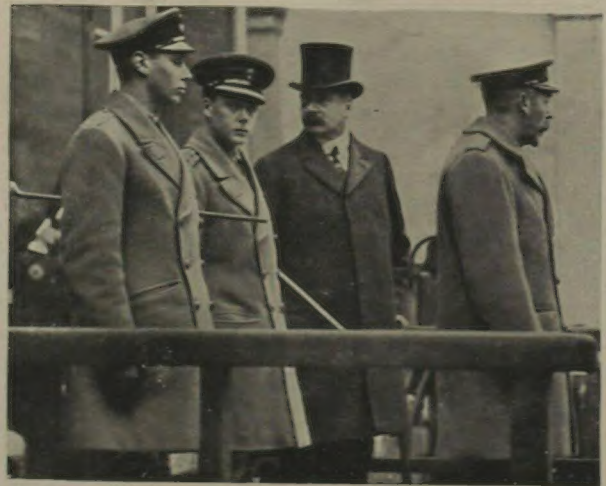
AT THE PONT DE LA CONCORDE: THE CARRIAGE CONTAINING THE KING AND THE PRESIDENT IN THE FOREGROUND.



THE KING'S SONS IN THE PROCESSION: THE PRINCE OF WALES AND PRINCE ALBERT SALUTING THE PARISIANS.



ACKNOWLEDGING THE GREETINGS OF PARIS: THE KING (SALUTING) WITH PRESIDENT POINCARÉ.



WATCHING A MARCH-PAST OF TROOPS: (L. TO R.) PRINCE ALBERT, THE PRINCE OF WALES, LORD DERBY, AND THE KING

King George received a wonderful welcome on his recent visit to Paris. Accompanied by the Prince of Wales and Prince Albert, he arrived by train at the Bois de Boulogne station, where he was met by M. Poincaré, the genial President of the French Republic. The party then drove to the Ministry of Foreign Affairs by way of the Avenue du Bois de Boulogne, the Arc de Triomphe, the Champs Élysées (along which were ranged some 2000 captured German guns), and the Place de la Concorde. The King and the President

were in the first carriage; in the second were the two Princes with two French Generals; while the third contained M. Clemenceau, Lord Derby, M. Pichon, and General Mordacq. Parisians had gathered in their thousands, despite the rain, and greeted the King with boundless enthusiasm. His Majesty later drove to the Elysée Palace. In the afternoon he went to the British Embassy, and the two Princes visited the British Army and Navy League Club.

NO LONGER A MENACE TO ENGLAND: ANTWERP—THE ROYAL ENTRY.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU.



LIBERATORS OF THEIR COUNTRY: BELGIAN TROOPS MARCHING THROUGH ANTWERP ON THE DAY OF KING ALBERT'S ENTRY.



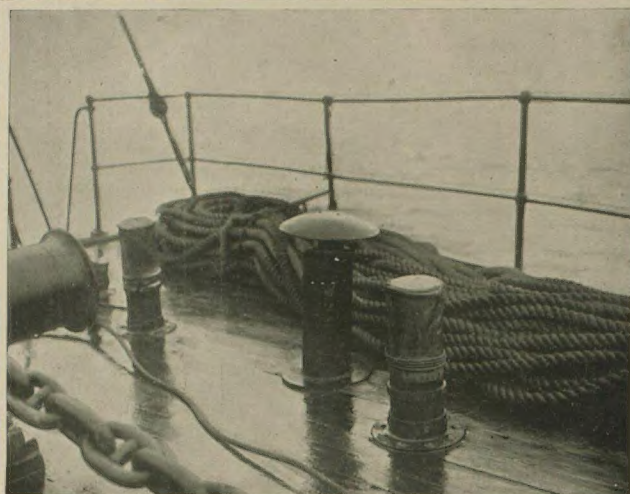
KING ALBERT'S ARRIVAL AT THE HÔTEL DE VILLE: THE ENTHUSIASTIC CROWD IN THE GRANDE PLACE.

Napoleon said that Antwerp in an enemy's possession would be "a pistol held at England's heart." Since the Germans have been driven out, that is no longer the case. The King and Queen of the Belgians made their entry into the city on November 19, and were welcomed by the people with a joy that knew no bounds. On November 20 Mr. Philip Gibbs wrote: "The King and Queen came in motor-cars behind a cavalry escort. Their cars were laden with flowers which had been given them on the steps of the

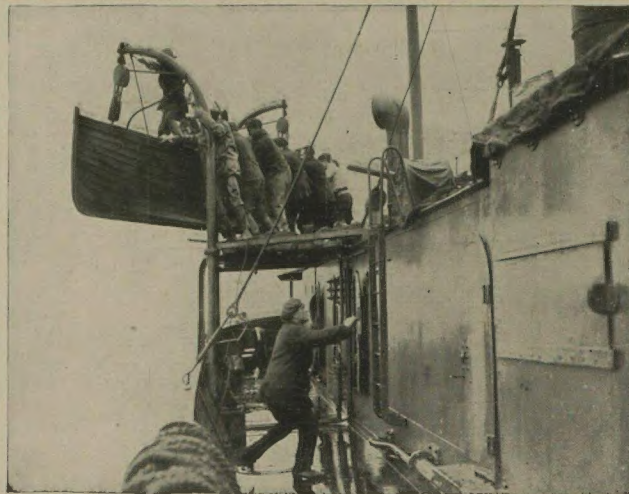
Hôtel de Ville, where the sun glinted on the gold work of that masterpiece of the Flemish guilds. . . . The march-past of the Belgian troops who had fought in later battles at Dixmude and at Pervyse, on the mud-banks of the Yser and at Merckem a month or two ago, was a stirring thing to see to people who had been waiting for them to come into this city again after four long years. . . . These men who marched through Antwerp had lived to see the liberation of their country."

A "Q" BOAT IN THE THAMES: MYSTERIES OF H.M.S. "SUFFOLK COAST."

PHOTOGRAPHS BY SPOKE AND GENERAL, AND FARRINGTON PHOTO CO.



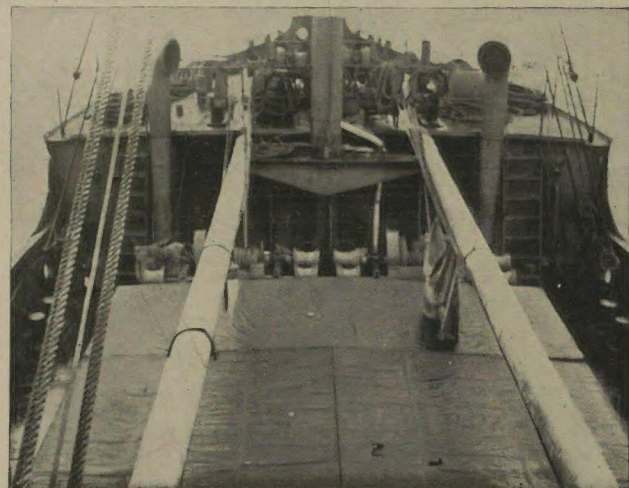
CONCEALING A PERISCOPE FOR THE CAPTAIN'S USE BELOW:
A DUMMY BOGIE FUNNEL IN THE FORECASTLE HEAD.



HOW A "PANIC PARTY" GOES TO WORK: PREPARING TO ABANDON
SHIP WHILE GUNNERS STAND TO THEIR GUNS.



SHOWING A CONCEALED BIG GUN, AND ITS CREW IN ACTION:
THE FORWARD HATCH OPENED.



HIDING A BIG GUN READY FOR ACTION UNDERNEATH:
THE FORWARD HATCH CLOSED.



MEN WHO HAVE NEARLY ALL SERVED IN THREE OTHER "Q"
BOATS: THE CREW OF THE "SUFFOLK COAST."



DESIGNER OF THE "SUFFOLK COAST": LT.-COMM. AUTEN, V.C.,
MOUNTING A HIDDEN HATCHWAY TO THE BRIDGE.

Now that the need for secrecy has been removed, the mysteries of the Navy's anti-submarine "Q" boats are being revealed to an astonished public. The latest of them, H.M.S. "Suffolk Coast," whose potential activities were forestalled by the signing of the Armistice the day before she was to have put to sea, was originally a coastal collier, and outwardly preserved that aspect while inwardly being fitted with all kinds of camouflaged deadliness. She is a replica of the "Stock Force," which on July 30 sank a U-boat that

torpedoed her and afterwards herself went down. Both ships were designed and fitted out by their captain, Lieut.-Commander Harold Auten, V.C., D.S.C., R.N.R., who has been for 3½ years on this special service work, and was 1st Lieutenant of the original "Q" ship "Zylpha." He has more than once been blown up by torpedo shock. Most of the officers and crew also served with him in other mystery ships. The "Suffolk Coast" lies in St. Katherine's Dock, near the Tower, on view, the proceeds going to Naval and Seamen's charities.

THROUGH THE STRAITS AT LAST: THE FLEET OFF CONSTANTINOPLE.

PHOTOGRAPHS BY ALPIERI.



LED BY H.M.S. "SUPERB" AND "TÉMÉRAIRE": THE ALLIED FLEET APPROACHING CONSTANTINOPLE ON THE MORNING OF NOVEMBER 13—
A VIEW FROM STAMBOUL.



ADMIRAL CALTHORPE'S FLAG-SHIP ANCHORED OFF CONSTANTINOPLE: H.M.S. "SUPERB" (ON THE RIGHT IN THE BACKGROUND)
LYING IN THE BOSPHORUS.

Admiral Calthorpe, who arranged the Armistice granted to Turkey, on November 13 led the Allied Fleets through the Dardanelles to Constantinople. Writing from Constantinople on November 13 Mr. G. Ward Price says: "The Allied Fleet is here. . . . This morning the flag-ship 'Superb' was sighted in the Sea of Marmora, steaming slowly towards the entrance of the Bosphorus. Behind her came the 'Téméraire'. . . . The 'Lord Nelson' and 'Agamemnon' were next, and then followed, in imposing procession of line ahead,

the cruisers, destroyers, and other small craft making up the British squadron. Half an hour's steaming behind them came the French squadron in similar formation. Then followed the Italian and the Greek war-ships. At the entrance of the Bosphorus the fleet divided into two parts. The 'Superb' and the 'Téméraire,' followed by two French battle-ships, anchored close to the European shore of the Straits, within near view of the Sultan's Palace and the Turkish Chamber of Deputies."

BELGIUM'S HEROIC SOVEREIGN COMES INTO HIS OWN AGAIN: KING ALBERT'S TRIUMPHAL ENTRY INTO BRUSSELS.

FRENCH OFFICIAL PHOTOGRAPHS.



"THE CHIEF IDOLS OF THE PEOPLE": HIGHLANDERS, LED BY PIPERS, IN THE MARCH-PAST.



SALUTING THEIR VICTORIOUS KING AND COMMANDER-IN-CHIEF: BELGIAN TROOPS PASSING THE ROYAL GROUP.



CARRYING THE COLOURS PAST THE KING AND QUEEN OF THE BELGIANS: A STANDARD-BEARER.



JOYFULLY ACCLAIMED BY THEIR PEOPLE, FOLLOWED BY THEIR CHILDREN.



WITH OUR PRINCE ALBERT AT HIS SIDE: KING ALBERT (ON WHITE CHARGER).



KING ALBERT AND QUEEN ELIZABETH, RIDING THROUGH BRUSSELS.



AND HIS OWN CHILDREN BEHIND HIM: KING ALBERT (ON WHITE CHARGER) SALUTING HIS SUBJECTS.



THE MUSIC OF VICTORY IN BRUSSELS: A REGIMENTAL BAND IN THE MARCH-PAST BEFORE KING ALBERT AND QUEEN ELIZABETH.



THE MARCH-PAST OF BELGIAN, FRENCH, BRITISH, AND AMERICAN TROOPS IN BRUSSELS: AN INFANTRY REGIMENT.



CAVALRY IN THE MARCH-PAST: MOUNTED TROOPS PASSING THE ROYAL GROUP AT THE SALUTING-POINT.

King Albert's entry into his capital, liberated after four years of the enemy's occupation, was, as may well be imagined, the occasion for an unparalleled display of loyalty and enthusiasm by the people of Brussels. The King left his motor-car at the Porte de Flandres and, mounting a white charger, rode through the streets amid the cheering crowds. On his left rode Queen Elizabeth, and on his right our own Prince Albert, in his R.A.F. uniform. Behind them rode the Belgian royal children, the elder son, Prince Leopold, Duke of Brabant, in khaki, the young Prince Charles Theodore, Count of Flanders, in midshipman's uniform, and their sister, Princess Marie José. Near them were Admiral Sir Roger Keyes and General Boissoudy, commanding the French 6th Army. On arriving at the saluting-point in the Place de la Nation, the royal party watched the troops of the Allied nations march past. The Americans led; then came the

French contingent, followed by the British, headed by Highlanders and including also English, Irish, and Newfoundland troops. "There were two platoons of Seaforth's," writes a "Times" correspondent present, "one of Camerons, and one Black Watch, and as they swung by with swishing kilts, such a roar went up as drowned the noise of the pipes and everything else. All through these days in Brussels I think the Highlanders have been the chief idols of the people. . . . Last came the Belgians themselves, to be greeted by the throng with shrieks of joy as their own people. Again and again women broke the lines and flung themselves into the arms of husband or brother marching in the ranks." The entry, from first to last, was not merely a triumphal episode in the story of Belgium, but also a triumphal proof of the popularity of the King and Queen.

THE WORLD OF FLIGHT

THE BRITISH AIRCRAFT INDUSTRY AND INTERNATIONAL TRADE.

By C. G. GREY,
Editor of "The Aeroplane."

AT the present moment everybody who has ever seen an aeroplane is busy confessing his or her faith in the future of aviation. It seems to one, however, that at the moment salvation by works is more important to the future of British aviation than is salvation by faith. It is evident that a considerable time must pass before all the great aerial transport schemes of the future can come into operation. We know that Mr. Holt Thomas, of the Aircraft Manufacturing Company, Ltd.; Mr. F. Handley Page, of Handley Page, Ltd.; Mr. Sam Waring, of the British Aerial Transport Company, Ltd. (commonly known as the Bat Company), and various others have vast schemes up their sleeves, or even laid on the table, for world-wide aerial postal and passenger lines; but before a single one of these lines can begin to operate there are all sorts of international agreements to be made.

First of all, nothing can be done at all till the Peace Treaty is signed. And that may be many months hence. Then there must be international conferences on the sovereignty of the air over each country, on landing rights, Customs dues, and all sorts of similar and allied questions. These conferences, again, must occupy many months before the final agreement is reached. After that, there is still more time to be occupied in laying out and organising aerodromes, and equipping them with workshops and machinery and stores. There must be a space of a year or so from now before any of these air lines can come into full operation.

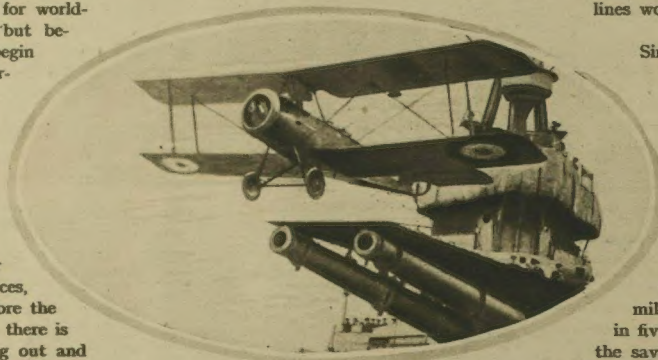
The question thus arises as to what is to happen in the meantime. Is there to be practically a state of stagnation in British aviation until all this preliminary work is done, or are we to go on progressing? One has already indicated in previous notes in these pages that there will be quite a large amount of civilian flying done by ex-pilots of the Royal Air Force as soon as such flying is permitted, for there are certainly several hundreds of thousands of people in this country all of whom are desperately anxious to have their first experience of flying. Many of these, moreover, will desire to go on flying afterwards; and so, if the pilots and machines and aerodromes were made immediately available for civilian flying, we might see even more flying done in Great Britain now than during the war.

That would, of course, be very entertaining; but it would not be helping to pay for the war, for it would merely be taking money out of one pocket and putting it into another—except so much as went abroad to pay for petrol and oil. What is most needed is some immediate form of aerial activity which shall bring money into this country from abroad, and so help the British aircraft industry to bring money into the national exchequer during the time in which the great aerial transport lines are getting ready for operations.

As a matter of fact, when one comes to study the question, such a means lies very readily at hand in the shape of the vast stocks of aeroplanes and spare parts which have been built up as reserves for the Royal Air Force during the

past year or so. With aeroplanes priced at £2000 to £10,000 apiece, it does not take many machines to run into a million pounds, so one would not be exaggerating if one said that there are several millions of pounds' worth of comparatively modern aeroplanes in store in various parts of Great Britain and Ireland which might be made to bring money into the country.

Probably the majority of these machines are in Government stores; but there are also very many, in the form of spare parts or in course of construction, in the shops of the various firms in the



LEAVING THE PLATFORM OVER THE GUNS:
THE LAUNCH OF AN AEROPLANE FROM ONE
OF OUR LATEST BATTLE-CRUISERS.

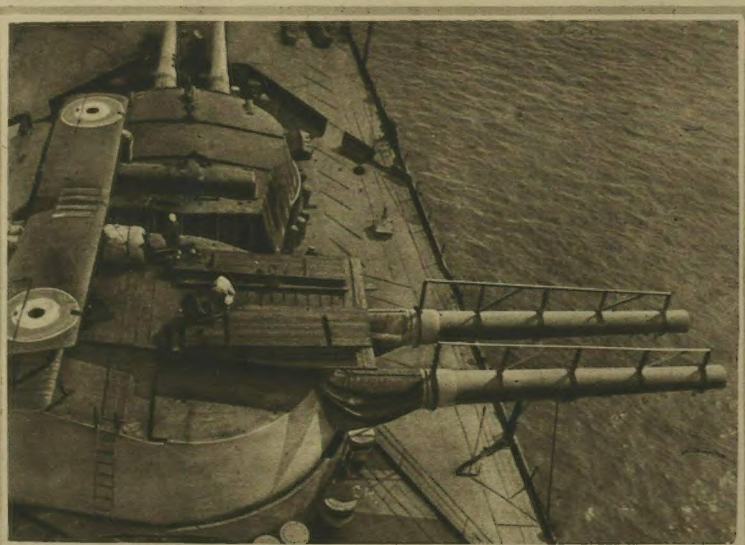
Photograph by Illustrations Bureau.

aircraft industry. And it should be possible to sell these machines or to use them profitably abroad. For the last two or three years our Propagandist departments have been flooding the world with stories of the prowess of our aviators and of the wonderful work done by their aeroplanes. The result is that everywhere British

dozen respectable two-seater aeroplanes—not necessarily of the newest type—were sent out to Buenos Ayres, where there is an excellent aerodrome and plenty of good flat landing country all round, they would have a very great effect on the Argentines. The rich young man of Buenos Ayres is ever keen for adventure, and he would willingly pay for what are vulgarly called "joy-rides." Before long, the demonstrated safety of flying in modern aeroplanes would impress itself on the older people, and one would find business men who had urgent affairs up country hiring these same "joy-ride" machines for long cross-country flights, and so it would be possible to find out where regular passenger lines would pay.

Similarly, one could demonstrate the usefulness of flying-boats up the La Plata River; and one could, it seems probable, do so still more effectually up the Amazon, where there are thousands of miles of waterway connecting business centres of great importance which are at present only accessible by very slow steamers. The rich Brazilian coffee-planters and rubber dealers would soon find that it was not only more profitable, but far more pleasant, to do a 1000-mile journey in ten hours by flying-boat than in five days by steamer. As a matter of fact, the saving of time would be far greater, because the flying-boats would save distance on any river trip as well as time, because they would cut off all the minor bends in the river which increase so enormously the distance which a boat has to cover. Recently one of the Australian motor-papers published an account of the work of a Mr. Carey, who purchased an ancient Blériot monoplane some time ago, and used it regularly for his business journeys between up-country farms. His success has, it seems, caused great interest in the possibilities of aeroplanes for inter-communication in those parts of Australia where railways are scarcer, and he has been endeavouring to obtain other machines from this country. Naturally, he was unable to do so in time of war—though, to tell the truth, there are plenty of machines and engines in store which would have served his purpose admirably. As the result of this refusal to do business, he has, one gathers, opened negotiations with American firms, and will doubtless import American aeroplanes—or "airplanes," as the Americans call them—into Australia, in just the same way that American automobiles have supplanted British motor-cars in Australia.

Now that the real fighting has stopped, one suggests that every facility should be given for British aeroplane makers or merchants to supply machines abroad—either new machines of their own make or Government machines bought back at a reduced price—so that this country may catch the first of the market. One recalls that after the South African War, when the reconstruction of



ON A LAUNCHING-PLATFORM EXTENSIBLE OVER TWO OF THE BIG GUNS: AN AEROPLANE
ON BOARD A BRITISH BATTLE-CRUISER.—[Photograph by Illustrations Bureau.]

aviators and British aeroplanes have come to be regarded as the best in the world—and very rightly so. Therefore, it seems that the reputation achieved at such high cost by our gallant aviators might be turned to good account in building up a future for British aviation. One suggests, for example, that if two or three first-class but steady pilots, with the necessary mechanics, and half-a-

South African agriculture was under discussion, Mr. Edgar Wallace warned the British manufacturer against American competition, and told us that the South African farmer would not wait six months for a plough when he could get a "plow" in six weeks or less. In the same way, the Overseas aviator will not wait twelve months or more for an aeroplane if he can buy an "airplane" in twelve weeks.

A GREAT WAR-CHARITY PAGEANT: AT THE "VICTORY" BALL.

DRAWN BY OUR SPECIAL ARTIST, JOSEPH SIMPSON.



"RULE, BRITANNIA!" SUNG BY THE 4000 GUESTS TO THE MUSIC OF THE MASSED BANDS OF GUARDS: A TYPICAL GROUP IN THE ALBERT HALL AFTER THE ENTRANCE OF THE PROCESSION.

The "Victory" Ball in aid of the Nation's Fund for Nurses took place at the Albert Hall, and both financially and spectacularly it was a great success. Over 4000 tickets were sold, and the proceeds exceeded £10,000. The principal event of the occasion was a procession, arranged by Mr. Louis N. Parker, consisting of characters in costume representing the Allies, or otherwise symbolic of the war. "Peace," in a chariot drawn by

six ancient Britons, was impersonated by Mrs. Edward Hulton, who, with Miss May Beeman, had organised the Ball. The procession entered to the strains of Elgar's "Pomp and Circumstance" played by the massed bands of the Guards, and as the characters grouped themselves before the organ, "Rule, Britannia!" was played, and the whole concourse of guests sang it in unison.

"CAPTIVE FOR 47 YEARS; REUNITED TO FRANCE": METZ—PÉTAIN'S ENTRY.

THE ILLUSTRATED LONDON NEWS



THE RECOVERY OF LORRAINE: FRENCH TROOPS HAILED WITH ENTHUSIASM IN METZ.



THE ENTRY OF THE FRENCH 10th ARMY INTO METZ: ARMOURD CARS IN THE MARCH-PAST.



SHOWING THEIR LOVE FOR "THE MOTHER COUNTRY": GIRLS OF METZ WATCHING THE FRENCH ENTRY.



PASSING MARSHAL PÉTAIN ON THE ESPLANADE IN METZ: FRENCH CAVALRY IN THE MARCH-PAST.



THE COMMISSARY OF THE FRENCH REPUBLIC FOR METZ: M. MIRMAN, PREFECT OF THE CITY, WITH TWO FRENCH GENERALS.



LOADED WITH FLOWERS: MARSHAL PÉTAIN RECEIVING A GIFT FROM TWO YOUNG GIRLS IN METZ.

A French communiqué of November 19 (the day on which General Pétain was made a Marshal of France) said: "Marshal Pétain, Commander-in-Chief of the French Armies, made his solemn entry into Metz at the head of the troops of the 10th Army, commanded, in the absence of General Mangin (who has had a riding accident), by General Lecomte. The population, with a unanimous élan, went to meet our troops, whom they greeted with prolonged cheers. The old city of Lorraine, captive for forty-seven years, and at

last reunited to France, showed its love for the Mother Country in an unforgettable manner." A Reuter correspondent, describing the scene, writes: "Marshal Pétain, mounted on a splendid white horse, stood with the whole of his staff by the statue of Ney on the esplanade to watch the march-past of his troops, who were hailed with enthusiasm by a great crowd of loyal Lorrainers." After the march-past M. Mirman was inducted at the Prefecture into his post as Commissaire of the French Republic for Metz.

BAZAINE'S SURRENDER REDEEMED: MARSHAL PÉTAIN'S WELCOME IN METZ.

PHOTOGRAPHS—FRENCH OFFICIAL AND ALPIERI.



GIRLS OF LORRAINE, IN NATIONAL DRESS, JOINING IN THE MARCH—PAST: THE ENTRY OF FRENCH TROOPS INTO METZ.



BEFORE THE STATUE OF MARSHAL NEY: MARSHAL PÉTAIN AT THE SALUTING POINT ON THE ESPLANADE IN METZ.

Writing from Metz on November 20, Mr. H. Warner Allen says: "The French Army has entered the great fortress of Lorraine and, after forty-eight years, has wiped out the shame of Bazaine's surrender. . . . Into the fortress yesterday marched the glorious Iron Division of the famous 20th Corps, the troops of the frontier, and with them a brigade of dashing French cavalry. . . . These veterans, in their war-worn uniforms, marched past the new Marshal of France, General Pétain, the hero of Verdun, and the

chief who has led the armies of France from victory to victory. Mounted on a white charger, he sat almost as immovable as the statue of Ney, the 'bravest of the brave,' behind him. The Marshal of Napoleon and the Marshal of the Third Republic passed in review the *poilus* who have revived all the military glory of France. Marshal Pétain, true to his reputation for simplicity, wore no decorations. His uniform was covered with a long, light-blue overcoat."

BERLIN UNDER THE NEW RÉGIME: OUTSIDE AND INSIDE THE REICHSTAG.

PHOTOGRAPHS SUPPLIED BY TOPICAL.



OUTSIDE THE REICHSTAG: A GREAT CROWD IN BERLIN LISTENING TO HERR SCHEIDEMANN'S PROCLAMATION OF A REPUBLIC.



INSIDE THE REICHSTAG: THE WORKERS' AND SOLDIERS' COUNCIL IN SESSION—A SPEECH FROM THE CHAIR.

Events in Berlin about the time of the Armistice were thus described in a message published by a Dutch news agency on November 11: "After the Kaiser's abdication, Herr Scheidemann delivered a speech in front of the Reichstag announcing the establishment of a Republic. The Hohenzollerns, he said, were removed, and a Republic would be set up. A Deputy of the Soldiers' Council would be attached to the general command in the Mark. . . . The Berlin garrison joined the revolutionaries." In a Reuter telegram

from Berlin dated November 10 it was stated: "The first sitting of the Workers' and Soldiers' Council in Berlin was held at 9.30 on Sunday evening (November 10) in the large hall of the Reichstag. It was opened by Herr Barth, as President, who greeted the victorious revolt of the Berlin proletariat. He paid a tribute to the behaviour of the Berlin garrison, which had taken sides with the people and achieved an almost bloodless victory."

THE FALL OF THE HOHENZOLLERNS: EXILED FATHER AND SON.

PHOTOGRAPHS SUPPLIED BY ILLUSTRATIONS BUREAU.



BOUND FOR HIS "ST. HELENA," THE ISLAND OF WIERINGEN: THE EX-CROWN PRINCE (SECOND FROM LEFT) IN A TUG AT ENKHUIZEN



CONSIDERED BY OUR GREATEST JURISTS "GUILTY OF AN INDICTABLE OFFENCE": THE KAISER OUT DRIVING NEAR AMERONGEN.

In connection with the agitation for the extradition and trial of the Kaiser, Mr. Lloyd George stated recently that, at the Government's request, "some of the greatest jurists in this country have come to the conclusion that the Kaiser was guilty of an indictable offence for which he ought to be held responsible." He has since been reported to have signed a formal document of abdication at Amerongen Castle, his place of exile in Holland. The ex-Crown Prince, who is said to be estranged from his father, on November 21 left

Count Metternich's residence at Swalmen for his new retreat in the little island of Wieringen in the Zuyder Zee. He went by train to Enkhuiizen, where Paul Potter was born in 1625, and there boarded a tug-boat. Our photograph shows him on deck with his few companions, wearing a shabby trench-coat and an old tweed cap. Local people gave him a hostile reception. On reaching the island he took up his abode in a small house in the village of Osterland.

BERLIN UNDER THE NEW RÉGIME: FIRST PHOTOGRAPHS OF

PHOTOGRAPHS BY TOPICAL

STREET SCENES DURING THE REVOLUTIONARY MOVEMENT.

AND ILLUSTRATIONS BUREAU.

AT AN OPEN-AIR MEETING IN UNTER DEN LINDEN:
PART OF THE LISTENING CROWD.SHOWING WHITE-ARMLETED MEN WHO
TO TAKE OVERREPLACED POLICE: SAILORS GOING
THE CASTLE GUARD.WITH A GUN AND A CAR OUTSIDE: MEN ENTERING A BUILDING
TO ATTEND A MEETING.WITH TWO MACHINE-GUNS READY FOR EMERGENCIES: A GROUP OF SOLDIERS
POSTED IN UNTER DEN LINDEN."GREAT PROCESSIONS MARCHED SHOUTING AND SINGING
SAILORS CARRYING THE RED FLAGTHE 'MARSEILLAISE' THROUGH THE STREETS":
IN THE WILHELMSTRASSE.ARMED AND FLYING THE RED FLAG: A CAR FULL OF SOLDIERS AND SAILORS
AT THE BRANDENBURG GATE.

Above we give some of the first photographs which have arrived from Berlin illustrating the revolutionary movement. It began a day or two before the signing of the Armistice. The "Times" of November 11 contained the following account of the scenes in the streets given by the Berlin correspondent of the "Courant." "The revolution showed itself in the streets about midday on Saturday (November 9). The bridges were soon occupied by strong detachments of various arms with machine-guns. . . . Tremendous excitement prevailed. Great numbers of troops on foot detained all soldiers and removed their cockades, epaulettes, and Iron Crosses. The Red Flag commanded the streets. Great processions, mainly composed of armed civilians

and soldiers, marched shouting and singing the 'Marseillaise' through the streets. Cries of 'Long live the Republic' continued without intermission. The police disappeared, persons with white armbands appointed to keep order taking their place. Crowds continually arrived from the outskirts in the centre of the city." A later message continued: "The police have been disarmed, and all guard-posts occupied by the Soldiers' and Workers' Council. . . . Excitement has abated and complete order prevails in the gigantic crowd. Innumerable motor-lorries with machine-guns are posted throughout the city. Firing occurred earlier in the day, but appears to have been stopped, no further resistance being offered."

ONE OF THE BRITISH ARMY'S LAST EXPLOITS OF THE WAR IN FRANCE: THE CAPTURE OF MAUBEUGE.

DRAWN BY H. W. KORKKORF FROM A SKETCH BY CHARLES DE GRINEAU.



CHEERING THE TRICOLOUR AT SUNRISE IN MAUBEUGE: BRITISH GUARDSMEN WAVING ACROSS THE RIVER TO INHABITANTS RAISING THE FRENCH FLAG.

Maubeuge was captured from the Germans by British troops of the Guards and 62nd Divisions shortly before dawn on November 9. Writing on the same evening, Mr. H. W. Nevinston said: "The event of the day has been the occupation of Maubeuge, the fortress so famous for the French resistance rather more than four years ago. By good fortune I was able to enter the town a few hours after the entrance of the Guards Division. But for the Sambre River, Maubeuge is a town completely surrounded by fortifications, and in the centre it rises to a small hill, where is the public square, with its zealous memorial to the great Revolution and its wars. A church stands on one

side of the square, and at midnight all the inhabitants beside the river were ordered (i.e., by the Germans) to assemble at the church, where they stood till the crash of the exploded bridge and the ruin of the neighbouring houses told them the reason of the order. When we entered the people gave us a polite and even joyful, but not exuberant or emotional, welcome. This morning the Mayor had issued a proclamation of patriotic eloquence, calling upon the citizens to sustain the honour of the town after deliverance, as under servitude." The drawing shows British Guardsmen cheering as an inhabitant raises the Tricolour beyond the wrecked bridge.—[Drawing Copyrighted in the United States and Canada.]

IN THE LAST DAYS OF THE WAR: BRITISH TROOPS ENTERING THE FORTIFICATIONS OF MAUBEUGE.

DRAWN BY R. CATON WOODVILLE FROM A SKETCH BY CHARLES DE GRINEAU.



"THE FORTRESS OF MAUBEUGE HAS BEEN CAPTURED BY THE GUARDS AND 62ND

The capture of Maubeuge was one of the last exploits of the British Army in France before the signing of the Armistice. It was briefly announced in the words quoted above, in a communiqué of November 9. Writing on the 10th, Mr. Philip Gibbs, says: "Yesterday I went into Maubeuge. . . . In the morning our men were still outside it. Later, on the road, I heard that they had gone in, and were in touch with the enemy's rear-guards outside. The name of Maubeuge summoned back had old memories, and I thought of the French crowd in 1914 who heard of its fall when I was standing with them, and spoke its name in a horrified whisper, as though if Maubeuge were lost all was lost for France. It had been a

DIVISIONS": THE FIRST BRITISH TROOPS ENTERING THE CITY AT 2 A.M. ON NOVEMBER 9.

tragic blow, for 35,000 French soldiers and three of their Generals had been captured there. Yesterday it was taken back for France by our Grenadier Guards. . . . While the main body of the German troops went away in the retreat, the rear-guard screen was left outside the town to cover them, and through this our Grenadier Guards broke their way yesterday morning. Small parties of men had to be mopped up later, and I saw a batch of prisoners being brought out as I went in." The Guards got in through one of the main gates and took nearly 250 prisoners. Some snipers who remained hidden were gradually rounded up. Later, the Germans shelled the town, but did little damage. (Drawing Copyrighted in the United States and Canada.)

SCIENCE JOTTINGS



THE BUILDING OF ST SOPHIA AT THE PRISING OF THE BYZANTINE EMPEROR, JUSTINIAN AN ARCHITECT



THE PRISING OF THE EMPEROR JUSTINIAN BY THE ARCHITECTS, AN ARCHITECT OF THE EMPEROR'S



THE CHURCH OF ST SOPHIA, CONSTANTINOPLE, TAKEN BY THE TURKS IN 1453 & THE CHURCH BECAME A MOSQUE: ST SOPHIA

THERE is apparently a widespread conviction that, on the demobilisation of our armies, we shall be confronted with many thousands of men unwilling to return to the work they left when they entered the Army, and all sorts of schemes are being evolved to meet this contingency. Among these, settlement in our colonies

DEMOBILISATION AND COLONISATION.

But, so far, those who have sung the praises of Newfoundland as a Land of Promise have done so with the single purpose of "developing its resources." That is to say, the country is regarded

In all these new schemes of settlement strenuous efforts should be made to arouse the interest of the prospective settlers in the natural features of the land of their adoption. To hold out alluring prospects of earning "good money," and no more than this, is to do a grave wrong. And the sooner this is realised the better. Yet this is the vicious standard which dominates the whole of our civilisation. Vicious because it ensures the starvation of our mental and intellectual inheritance, leaving us to travel through the world blind to all its beauty, and unaware of its mysteries—the two factors which, more than all else, make for civilisation in the best sense of the term.

We have just passed through a fiery ordeal, and our eyes are opened to many things—and many evils—till now but dimly appreciated. If we are to continue along the old paths, then have we indeed suffered in vain. It is time that we awoke to the fact that the greater our grasp of the mysteries of the universe the greater will be our ability to order our lives decently. So far, the march of civilisation has been as disastrous to this higher conception of life as the march of a Hun army bent on loot and savagery. The forests, and the wild birds and beasts that haunt them, have universally suffered irreparable damage for which generations yet unborn will come to execrate us.

Some attempt should surely be made to arouse an interest on the part of prospective colonists in the life of the wilds which they are about to enter, for success in this is the surest way to make good settlers. Newfoundland as a big-game country was discovered by the late Captain F. C. Selous, who gave his life for his country. How long will its great herds of caribou remain if they are regarded merely as assets convertible into money? The Canned Caribou Company may make fortunes for its investors, but the world will be the poorer; for it is easier to kill than to make alive, and the potentialities of these herds carefully conserved are immense. Beautiful books and pictures, we all agree, should be protected—let it be realised that these creatures are far more wonderful than any work of human hands, and should therefore be the more jealously guarded. W. P. PYCRAFT.



KING ALBERT'S ENTRY INTO ANTWERP (ON NOVEMBER 19): THE KING (ON LEFT) WITH QUEEN ELIZABETH AND HIS TWO SONS WATCHING THE MARCH-PAST.

King Albert and his Queen, with their sons, were received with immense enthusiasm when they entered Antwerp on November 19. They drove round the streets to the Hôtel de Ville in an open car, and then from the saluting-base watched a march-past of Belgian troops. The King's elder son was in khaki, the younger in naval uniform.—[British Official Photograph.]

holds a prominent place. This may indeed be so, and it is well to have means of exit provided for those anxious to begin their lives afresh. Canada, South Africa, Australia, New Zealand have all been considered in this regard, and now Newfoundland has been added to the list.

Without doubt there is much to be said for this latest addition. But it would be well not to lose sight of the fact that disappointment awaits those who are not prepared to lead a very strenuous life, remote from all their past experience, and minus the attractions of the larger towns in which most of them have been reared. How many will be able to adapt themselves to the new conditions? Failure spells disaster for themselves and for their families—for it is assumed that no inconsiderable number of these migrants will be married men.

Newfoundland, it is pointed out, is a country of vast possibilities, offering wide choice in the matter of occupation. The country is rich in minerals, and there is a promise of coal-mining. It is a land of vast forests, and these are being laid under heavy toll to provide pulp for paper. Lumbering offers another aspect of life in the woodlands. Having regard to the enormous demands now made on the forests of this country, it is to be hoped that the needs of re-afforestation will not be overlooked, and this would employ a very considerable number of men. The fishing industry presents great possibilities of development, since, apart from the cod-fishery which has made Newfoundland famous, the herring fishery remains practically unexploited. With the facilities for the export of fresh fish afforded by cold storage, large quantities of herring and other fish could be disposed of in British markets.

solely as a field for the employment of labour and the profitable investment of capital. In their way, these are most desirable ends; but they do not necessarily make for the happiness and intellectual well-being of those engaged in the labour of this "development." The pursuit of wealth should not be made an end in itself so much as the means to an end, and where this is forgotten sorrow and tribulation must inevitably establish themselves.



KING ALBERT'S ENTRY INTO GHENT (ON NOVEMBER 13): A MOTOR-CAR REQUIRED TO CARRY THE FLOWERS SHOWERED ON QUEEN ELIZABETH.

The King and Queen of the Belgians, with their sons, rode into Ghent on November 13, amid triumphal acclamations. Flowers were thrown from every balcony.—[Belgian Official Photograph.]

THE CURE OF TUBERCULOUS CHILDREN

AN IMPORTANT ARTICLE BY SIR WILLIAM TRELOAR, BART.

IT is for a national purpose that I pen this article, and, though it gives me the keenest personal gratification to tell of the work that has been done at the Cripples' Hospital, which bears my name, yet tuberculosis has been so successfully treated at that Hospital during the ten years of its existence that I know I am serving a national cause in describing briefly what has been done there already and what we hope to do in the future.

The Hospital exists for the alleviation of the sufferings and the correction of the deformities of the crippled child. On the advice of the Honorary Medical Board, consisting of eighteen leading men in their profession, attention is principally devoted to the care of cripples suffering from tuberculous disease of the bones and joints, because such patients are the most numerous, the most needy, and perhaps the most neglected class of crippled children in this country.

Upon admission to the Hospital each patient is placed in a separate cubicle in one of the two Observation Wards and detained there for a quarantine period of at least a fortnight. In this way the spread of infectious disease is largely prevented. During the quarantine period notes are taken, treatment is planned, splints are prepared, X-ray examinations are carried out, the educational standard of the child is ascertained, and the patient is given time to settle down quietly before being transferred to the General Wards, and is gradually accustomed to the open-air life which he or she will have to live. That ward is selected for each patient which will be most suitable for both medical and educational reasons. The individual requirements of each case are studied, and everything approaching routine treatment is avoided.

It is necessary to say a little about the origin of this venture. In November 1906, immediately after I had become Lord Mayor of London, I stated in public that one of the chief reasons why I had wished for the office was because the position might enable me to do something to benefit permanently the little crippled children of London and the country. What I had in mind was to establish something which should combat at its source the terrible national scourge of tuberculosis, and which, at once curative and educational, should provide home, school, and hospital for the small sufferers. No institution of the sort was then in existence in this country, though now, thank God, there are many. The Hospital has proved to be the pioneer of a new departure, and several institutions have now been established on similar lines in various parts of England.

The idea put forward from the Mansion House caught on splendidly. I had the gracious encouragement and substantial support of their Majesties King Edward and Queen Alexandra; I was also backed by the Corporation of the City of London, and by every one of the twenty-eight Metropolitan Mayors. Eventually, my fellow-citizens trusted me with more than £60,000 in the way of subscriptions to enable me to found a Hospital for tuberculous crippled children.

By one of those accidents of fortune which may truly be called providential, I found the site and buildings. There had been erected at Alton, on seventy acres of sloping grass-land, a number of bungalows to serve as hospitals for soldiers wounded in the South African War. By the passing of time the need and usefulness of these buildings had ceased. A short Act of Parliament, passed through the good offices of the Government of the day, made it possible for the Trustees of the Hospital to obtain possession of this land and the buildings, and we have since added various other buildings essential to the work, such as an operating theatre with sterilising room and dispensary, X-ray and dark rooms, a plaster room, central kitchens, a Pasteurising chamber, together with recreation and other rooms for the nursing staff. The first batch of little patients was received by my wife and myself at the railway station at Alton in September 1908. And now, with the approval of my co-trustees (the Bishop of London, Lord Burnham, and Sir William Dunn) and of the Medical Board, I have purchased for a seaside branch of the Hospital a fresh site of sixty acres of furze-land and foreshore at Sandy Point on Hayling Island.

We believe in open-air treatment. We have faith in the effect of the sun, its cheerful warmth and powers of healing. The sea at Sandy Point will help the sun; the sand, the sea, and the sun are three good medicinal things. It is surprising to notice what a difference sunshine or its absence makes in the children, and also how quickly they respond to a new interest. Since we have had lady teachers at Alton (we have now eight, who are certified under the Board of Education) the health of the children has improved by reason of the stimulus of lessons. All the children are taught in some way or other, even those who are bedridden; and where before we used to have listlessness and indifference, we now have joy, laughter, and merriment.

Indeed, I am confident that the wonderful success of Alton (we absolutely cure just under 95 per cent. of the cases, often seemingly hopeless, that are brought to us) is due to the fact that the medicine of happiness is largely used in our Hospital. Grave though tuberculosis of the bones and joints undoubtedly is, few conditions of equal severity are so amenable to proper treatment. The tuberculous hunchback need no longer exist, the horrors of hip disease may be alleviated, and, greatest of all,

sepsis, that bane of joint-tuberculosis, is almost entirely preventable.

The idea of developing a seaside branch of the Hospital had been in the minds of the Trustees from the beginning. In 1912, our Medical Officer, in a memorandum prepared for the Astor Departmental Committee on Tuberculosis, advocated the establishment of two institutions under the same management for the combined country and marine treatment of surgical tuberculosis. We had already tested the value of Hayling Island when, one August, the boys at the college with which our work is associated spent a fortnight's holiday camping above the beach under canvas. They benefited without exception, and many tuberculous patients suffering from foul discharging wounds of many years' standing had their wounds healed even during their short stay.

Sea, sunlight, and stimulating sea breezes, combined with a sandy beach, are great curative agencies, and will, we are convinced, be of the very first value to many of our little patients. It may be that these conditions will not help some of the children; that is where experience will teach and prove. But there can be no doubt that the Sandy Point branch of the Alton Hospital is going to justify itself.

The value of a seaside or country convalescent home associated with a hospital is so well recognised that it cannot be questioned. Practically every general hospital of repute has its own convalescent home or makes arrangements for selected patients to complete a cure at such an institution. It is a matter for wonder, however, that no institution, at least of those with which I am acquainted, devoted to the treatment of surgical tuberculosis, has ever established two hospitals for joint treatment of the condition. Yet the value of air, climate, and change of scene is so well recognised that it is a routine practice in the treatment of private patients of means, suffering from surgical tuberculosis, to make use of this first principle of treatment. Its value in hospital practice should be at least equally marked and important.



Surgical tuberculosis is, in the majority of cases, a disease requiring very lengthy treatment, and the treatment given, of necessity, varies greatly in different stages of the disease. Varying climatic treatment, properly selected to suit individual cases, would be an inestimable boon. It would be of special value in cases which are at a standstill or retrogressing, chronic cases, convalescent cases, cases evidently deriving peculiar benefit from sun-treatment, and cases slow in pigmenting which would benefit from intensive heliotherapy, better obtained at Hayling than at Alton; finally, discharged patients might be readmitted to Hayling for a period during the summer to reduce the likelihood of relapse and to improve the general condition.

The estate at Sandy Point, looking out on the Emsworth Channel, has a very extensive sea-front, which will be invaluable for the practice of sun-treatment. The extent of the estate makes it possible to accommodate a large number of children. We shall probably erect numerous huts for treatment during the summer months. But details such as these must be thought out carefully.

We shall proceed as cautiously as the seriousness of the venture demands; but we have behind us the confidence that comes from the experience of successful years, and I am as sure as any man can be that our work will continue on a greatly increased scale, to the immeasurable advantage not only of tuberculous crippled children, but of all who suffer from the scourge, and to the benefit of medical science the world over.

The work at Alton has its reward, though sometimes the responsibility weighs, and the conditions are often pathetic. It is joy to send away a child of four or five years practically cured, but it is also saddening, for the child perhaps has spent a third of its short life at Alton, and the nurse under whose care it has been is in tears at the parting, and the baby itself also is miserable and crying. Neither of them can bear the severance. Such incidents are of frequent occurrence, and verily the children do cling round the heart.

I remember, and in fact I shall never forget, a little boy named Victor. He was four when I first saw him; he was very ill, he had spent three of his four years of life in bed, partly at St. Bartholomew's Hospital, and later at Alton. He was very fond of bananas, and I always had one for him

when I went down to see him. I loved him and he loved me. They told me that he was always excited and his little face flushed when I went into the ward. He used to ask me to bring him a toy the next time I came, and I used to go again as soon as I could; sometimes he wanted a watch, or a soldier, or a horse, a cart, a ship, a gun. I always took him something as near as possible to his wish. On the last occasion when he made his request and I answered "Yes" to it, he brought from under his bedclothes a poor little daisy and gave it to me. I never saw him again; he died before my next visit. I shall never forget Victor.

There are others such as he. It has been a great thing to help them, heroes and heroines, for they are truly such, small though they be.

WILLIAM P. TRELOAR.

Abridged from the *Nineteenth Century and After* for August 1918.

To accomplish the developments indicated in the foregoing article the sum of £20,000 is needed, and for this sum Sir William Treloar appeals with confidence to the far-sighted patriotism as well as the philanthropy of the British public. The sum may appear large, although, to adopt the usual criterion, it is only equal to the expenditure on little more than five minutes of the war, and it is an effort to mend cripples and to prevent crippledom in its beginnings. Sums are only large or small according to the purpose for which they are asked and given. The appeal is urged, not only on the gentle ground of charity for pathetic little sufferers, though that should be availing enough, but also on the stern ground of the need or the efficiency in that coming generation which will need the use of all its limbs and all its vigour and all its heart for the tasks before it. "You cannot have an A 1 Empire," said the Prime Minister recently, "with a C 3 population." The deadly scourge which LORD MAYOR TRELOAR'S CRIPPLES' HOSPITAL has been fighting for ten years is well known to be one of the principal causes of unfitness.

This appeal gives a fine opportunity for a thank-offering from every home in the country in which there is no cripple, no bedridden sufferer in an upper room, where no tap of a crutch is ever heard about the house; a thank-offering from every home whose members have been shielded from the actual physical damage wrought either by war or by disease; whose young (or old) warriors have been preserved scatheless, and whose little children are straight of limb, and upright of carriage, and have the freshness of health in their faces. Let those who, in Savage Landor's phrase, are "warming both hands before the fire of life," bear in remembrance those who have only one hand to be warmed.

HER MAJESTY QUEEN ALEXANDRA, Patron of the Alton Cripples' Hospital, has written expressing "HER SINCERE SYMPATHY AND APPROVAL OF THE SCHEME OF EXTENSION," and has graciously allocated the sum of £250 from the Annual Rose Day Collection as a contribution to the Sandy Point Fund.

H.R.H. PRINCESS ARTHUR OF CONNAUGHT has graciously consented to act as President, and the Rt. Hon. The Lord Mayor

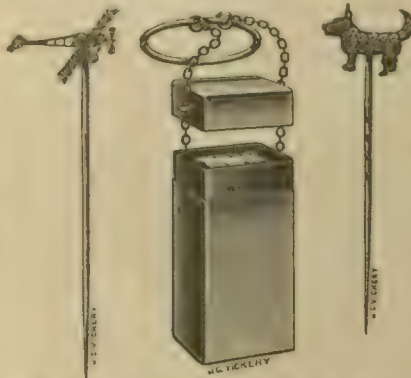
(Sir Horace B. Marshall, LL.D.) as Chairman of the following Appeal Committee: Rt. Hon. C. Addison, M.D., M.P., W. B. Atkinson, Esq., J.P., Lady Betty Balfour, the Mayor of Basingstoke, the Marchioness of Bath, Hon. Hubert Beaumont, the Countess of Brassey, Rt. Hon. Lord Burnham, Lady Burnham, Viscountess Cave, Rt. Hon. Sir Edward E. Clarke, K.C., W. H. Coats, Esq., the Lady Colwyn, Lady Cooper, the Marchess of Crewe, K.G., the Countess Curzon of Kedleston, Lady Agnes Durham, Rt. Hon. W. Hayes Fisher, M.P., Lady Scott Foster, Lady Hain, Rt. Hon. Viscount Hambleden, Sir Heath Harrison, Bt., the Mayor of Harrogate, William Hartmann, Esq., J.P., the Marchioness of Lincolnshire, the Marchioness of Linlithgow, Rt. Hon. and Rt. Rev. Lord Bishop of London, D.D., K.C.V.O., Sir William Lorimer, LL.D., the Countess of Macclesfield, Lady Madlay, the Duchess of Marlborough, Lady Michelham, Henry Mills, Esq., J.P., L.C.C., John H. Morgan, Esq., C.V.O., F.R.C.S., Rt. Hon. Lord Moulton, F.R.S., K.C.B., G.B.E., the Duchess of Norfolk, Sir William B. Peat, the Countess of Pembroke and Montgomery, W. Pett Ridge, Esq., Mr. Ald. H. R. Pink, J.P., the Countess of Plymouth, the Duchess of Portland, the Mayor of Portsmouth, the Mayor of Southampton, Millicent Duchess of Sutherland, the Marchioness of Titchfield, the Lady Tredegar, the Mayor of Winchester, Sir Alfred Yarrow, Bt., Ald. Sir Joseph Savory, Bt., Ald. Sir Walter H. Wilkin, K.C.M.G., Ald. Sir Alfred J. Newton, Bt., Ald. Sir Marcus Samuel, Bt., Ald. Sir William P. Treloar, Bt., Ald. Sir George Wyatt Truscott, Bt., Ald. and Colonel Sir Charles C. Wakefield, Bt., Ald. and Col. Sir William H. Dunn, Bt., Ald. Sir Edward E. Cooper, Ald. Sir George Touche, M.P.

More than £2000 has already been contributed or promised, but it is earnestly hoped that the further sum of £18,000 required to complete the scheme will be quickly forthcoming, in order that the seaside branch of the Cripples' Hospital may be open and ready for the reception of little crippled children in the early spring.

Donations for the Sandy Point Branch of LORD MAYOR TRELOAR'S CRIPPLES' HOSPITAL, Alton, will be gratefully acknowledged by Sir William Treloar, Bt., at the London Office, Moorgate House, 61, Moorgate Street, London, E.C. 2.

Christmas in the Shops.

NO one who wants to be quite up to date in Christmas giving will neglect a visit to J. C. Vickery's delightful establishment, 177 to 183, Regent Street. They seem to have penetrated the future, so many are the things that will rejoice the hearts of men once more entering civilian life and craving for its nice things. Tie-pins are a case in point—very much in point! A lovely little diamond model of an aeroplane will appeal to a man who has had to do with the newest arm of our Services. Another is a model of a West Highlander, which is an embodiment of "Tails up" that will make a general appeal. Man or woman will be hard to please who would not like a handsome tortoiseshell, gold-mounted cigarette-tube in a crushed-morocco case. Sugar-boxes are still in use, and sweetness once again pours in upon



PINS FOR MEN AND A SUGAR-BOX FOR A LADY.—At Vickery's.

us; they will be valuable souvenirs of a bad time when it had too long drawn out. One in silver, fitted with a ring for the finger, is decidedly characteristic; others there are for two kinds of sugar; and some have the magic word on the lid. Undoubtedly there will be some shooting parties this Christmas—may not the noble long-tail be sent couponless to friends? Vickery's thin case containing ten ivory tablets for drawing positions will

make an appropriate present. There are some seventeenth-century period lacquered writing-sets and clocks in Japanese style that will make lovely gifts out of the ordinary way. There is a mass of all kinds of lovely gifts to select from at this well-known and equally well-esteemed establishment.

The pen to make the ready writer is a really good Christmas gift. A pocket self-filling type of Waterman's Ideal will turn the most stiff-jointed into a model correspondent for the very pleasure of using it. Women, whose pockets—from the male point of view are



A PRACTICAL AND PRETTY PRESENT.—Waterman's Ideal Fountain.

curiously placed, often prefer the Safety Pen; but, whatever the type—from the Regular at 10s. 6d. and upwards, to the Safety and Self-Filler at from 15s.—if it be a Waterman's Ideal, it is a real ready writer, and a present that is sure to be welcomed and which will soon become a real friend to its recipient.

When there is tremendous scope for choice of gifts, as at Waring and Gillow's great establishment in Oxford Street, it may be useful to single out a very few of the things which are of special value. Our illustrations are of an electro-plated double biscuit-box, the price of which is £3; a silver-plated news-stand, for convenient use at the breakfast-table, for 16s. 6d.; and a most useful and handsome electro-plated chafing-dish, by means of which fuel may be substantially saved, the price being £7 10s., and all will be welcome presents. A very quaint and practical hot-water jug to hold a half-pint is obtainable for £1 10s. Punch or rose bowls will be favourite gifts. Of these there is a good choice at Waring's. One in good plate, with several antique coins inlaid, costs £4; it is 7½ in. in height and 10½ in diameter. Another, with handles and 2½ in. higher, is the same price. Early morning tea-sets are quite a speciality. The Tudor set is in self-colours. A useful gift is a comfortable and handsome chair; such a one is the

"Hugghenden," well upholstered and covered in damask, at £11 18s. 6d. Imitation lace fillet bed-spreads at 18s. 9d. the single bed, and £1 5s. 6d. the double, will find many purchasers. A most useful and handsome gift is a newspaper-stand for the breakfast or lunch table, silver-plated, at 16s. 6d.



A BEAUTIFUL WATCH.—Mappin and Webb.

There can be no doubt that jewellery will be a favourite gift this Christmas, for it will be a souvenir season and the significance of its presents will last for long. Mappin and Webb—in their fine jewellery departments at 158-62, Oxford Street; 177, Regent Street; and 2, Queen Victoria Street—are prepared with a very great variety of lovely things. A cluster diamond pendant on platinum, small and round, but very beautiful, would be a nice memento of Peace Christmas. Specially lovely square emeralds or sapphires set with diamonds as rings are remembrances of the right kind for a great time. A wristlet watch set in diamonds on a moiré band is a nice way of setting a golden milestone in life's way. Very lovely is one of the new long-shaped diamond brooches with a line of square-cut diamonds in the centre above a lovely scroll-like design. Another covetable jewel is one of the new oblong brooches in which sapphires are combined with diamonds in a most fascinating and effective way.

(Continued overleaf.)



USEFUL GIFTS: DOUBLE BISCUIT-BOX, NEWS-STAND AND CHAFING DISH.—Waring's.

Harrods SHIRTWEAR

THE comfort, fit, and "set" of a Harrods Shirt are no mere accident; they are the outcome of the care, skill, and understanding that have gone to its making; they are valuable "extras" which you do not pay for.

TAFFETA SHIRTS Light in weight, suitable for all but coldest days, soft and unshrinkable, excellently made and finished. Double cuffs. Each **12/6**

WINTER UNION FLANNEL In superior quality Union Flannel, warm, comfortable, and splendid wearing. Guaranteed thoroughly shrunk. Soft finish, neat stripes, with single or double cuffs. Each **10/6**

PYJAMAS

In "Lita" rich Twill Silk. A charming selection of stripes or plain colours—blue, pink, helio, or white. Plain Fronts ... **42/-** In "Twisspan" ... A heavier quality silk, suitable for present wear, in stripes or plain colours. Smartly trimmed braid fronts **50/-** Harrods Pyjamas are stocked in SIX SIZES, including extra long leg, extra long sleeve, short leg and short sleeve, thus providing a perfect fit for every figure.

SCARVES

Extra wide Loose Knitted Wool Scarves, fringe ends. In natural only ... **21/-** Natural Camel Hair Tubular Wool Scarves. Full size ... each **10/6**

DRESSING GOWNS

Camel Colour Fleece Gowns. Soft, light, and warm, trimmed cord edge ... **65/-** Foulard Silk Gowns. Very convenient for packing. Handsome Paisley designs or plain colours ... each **75/-**

HOSE

Knitted Half-Hose, heavy weight, in natural, grey, leather mixtures ... Pair **5/6** Angora and Camel Hair ... Pair **7/6**

UNDERWEAR

Natural Chamois Underwear, windproof, washable, very warm and durable.

Vests, long sleeves, **50/-**; larger sizes, **55/-**. Shorts above knee, double band at front, **42/6**; larger sizes, **45/6**

In Winter we get pure Natural Wool. Vests, long sleeves, **14/6**, **17/6**, **21/6**, **26/6** each; Trousers, **15/6**, **19/6**, **22/6**, **27/6** each. Larger sizes, **1/-** and **2/-** extra.

COLLARS

Harrods "New Tiverton." Square corners. A distinctive, comfortable shape, ample tie-opening. Band 1½ in. at back; 1½ in. at front. Outside depth, 1½ in. front. Per doz. **8/6** "St. Andrews." Round corners. Lock front. The band is narrower than the outside. All the smartness of a deeper collar with greater comfort. In two depths, 1½ and 1½ in. ... Per doz. **8/6** (½ sizes 1½ to 1½ in., ½ sizes 14 to 18 ins.)

SLIPPERS

Folding Pocket Slipper. All leather, warm lined. Colours: Red, purple, dark blue, brown, green, and black ... **18/9** Cosy Camel Hair Slippers. Fleece lined, felt and leather outer sole. Natural colour. All sizes. Per pair ... **7/6**

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Fancy Goods for Christmas Gifts.



LINEN NIGHTDRESS CASES.

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Useful shopping bag in soft leather, outside pocket. Black only **6/6**

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LONDON,
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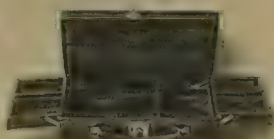
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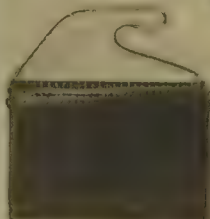
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Knife.
Best Quality Steel.
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Ladies' Jewellery
Box.
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Fine Velvet Jewel Case, Seal lined,
with Extending Trays.
10 x 7 ins.
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Patent Black Leather Hand Bag
Lined Silk, with Inner Division.
8½ x 6½ ins.
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Finest Ivory Military Hair Brushes,
Concave Backs, Tortoiseshell Comb.
Hat or Cloth Brush to match.
Complete in Case.
£10 10 0



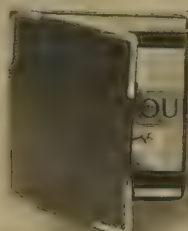
Coromandel Wood Cigarette Box,
Solid Silver Handle and Corners.
10 x 6 ins.
£8 10 0



Finest Pigskin Writing Case
(size for official paper).
12 x 9½ ins. £5 3 0



Solid Silver Flask and Sandwich Box, in
Pigskin Case. Size closed, 4½ x 3½ x 1½ ins.
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Half-size Treasury Note Case, in
Seal, with Silver Mounted Corners.
15/6
with Solid Gold Corners.
£1 15 0



Finest Tortoiseshell Nail Polisher
complete with Tray.
Length, 5 ins.
£7 10 0



Ivory Manicure Set, with Finest Steel
Instruments. 10 x 8 ins. £4 10 0



Patent Black Leather "Pochette" Hand Bag,
with Silver Clip Mounts, lined Silk. 7½ x 4 ins.
£2 2 0



Beautiful Satinwood Manicure Table.
Fitted complete. 34 ins. high.
Prices on application.

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JEWELLERY
SILVERWARE
PRINCE'S PLATE
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LEATHER GOODS

Early Inspection Invited.

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BUENOS AIRES.

RIO DE JANEIRO.

SAO PAULO

Manufacture and Showrooms: The Royal Works, Norfolk Street, Sheffield.

Christmas in the Shop—Continued.

This will be a Liberty Christmas, and Liberty's are ready for it with all sorts of pretty things at all sorts of prices. Princes of finance can find gifts at this world-famous establishment as well as the ordinarily endowed present-giver. There are charming calendars, beautifully printed in colour, for half-a-crown; that which we illustrate shows Cripplegate, and others give various well-known bits of London. There are numbers of bags, beaded and plain. One which is useful and ornamental in an everyday capacity is the boat-shaped knitting-bag which is illustrated, and run on rods to keep it rigid; in colour-printed Shantung silk, lined with cotton, it costs 17s. 6d. In Liberty's own artistic jewellery there is a fine choice of gifts, many at very moderate prices. There are brushes, combs, hand-glasses, and there are vases,



A BEAUTIFUL COLOURED CALENDAR.—Liberty's.

bowls, and jugs in English pewter—all of them very attractive. Brocaded and silk crêpe scarves will be most acceptable gifts; these are in great variety and beauty. Cushions of various shape and covered in lovely Liberty fabrics are in special demand. With war over, women want to cheer their rooms up, and these are an effectual means to that end. For men there are ties in Rani satin in many colours and patterns; and there are beautiful silk handkerchiefs of many kinds. Liberty's are specialists in little dainty Oriental gifts of many kinds, such as inlaid and painted

boxes, boxes of antimony which look very handsome and hold stamps or pens.

In our thoughts of Peace Christmas we must turn the tenderest of them to those wounded in war. At Carter's wonderful establishment at the corner of New Cavendish Street and Great Portland Street I studied many things to make for the comfort and convenience of the wounded and the sick. The amount of study given by this firm of world-wide reputation to these matters must have been stupendous. The fact is that improvement has succeeded improvement throughout over seventy years. Invalid chairs, self-propelling chairs, tricycle-chairs that go along famously by arm-work, bed-tables, reading-stands adjusted by a touch, spinal carriages for those who must for a time lie flat, adjustable couches and reclining chairs, useful and practical bed-tables, bath-chairs and invalid carriages, are in endless variety. They are for outdoor or indoor use.



THE IDEAL INVALLEY FOR A HERO.—Carter's.



A SPACIOUS BAG.—Liberty's.

The thousands who yearly welcome Pears' wonderful "Annual" will be thoroughly pleased with it this year, the contents are so varied and good. There is a story by Sir A. Quiller-Couch, one by Max Pemberton, one by David Whitlaw, and others by well-known authors; and there are three presentation plates—"Apollo and Daphne," from the painting by Henrietta Rae; and "The School Door" and "The Cottage Door," reproductions in colour of the two pictures by F. Wheatley. These are enviable possessions. There is also an art supplement: "Christmas Fancies," drawn by Claude A. Shepperson.

Every one knows that Barberys' fine house in the Haymarket is the place to purchase up-to-date, smart, stylish, business-like, and weather-proof garments. For Christmas, however, Barberys have lots of things that are dainty, useful, becoming, and make charming gifts. Spun-silk coats are smart and dressy, in lovely shades, with a handsome printed pattern set deeply round the long basque; the square collar and the cuffs either in contrasting or harmonising tone, such as wine-colour on fraise, black on lichen-green. Silk scarves are also useful presents. A very wide choice is offered in dainty crêpe-de-Chine blouses in all the newest shades, and in ivory and pure white.



A LOVELY FUR GIFT.—Barberys

Rhymes of the Times.



Now Simon met another
pieman,
Coming from the fair;
Said Simple Simon to
that pieman,
"Let me taste your ware."
The pieman said to
Simple Simon,
"Pie-vending does not pay.
A charming soap I sell
instead—
It's 'PRICE'S
COURT BOUQUET.'"

**PRICE'S
COURT BOUQUET**
COMPLEXION SOAP

The Charm of Court Bouquet lies in the velvety
nature of its lather and the naturalness of
its perfume. It is made by

PRICE'S, BATTERSEA, S.W. 11.



Craven

MIXTURE

has held the respect
of the Critic for over
50 years.

To-day, there is no
finer tobacco to grace
the bowl of the most
fastidious smoker. It is
Cool, Fragrant, and
delightfully mellow.

2/2 per 2 oz.

Made by CARRERAS, Ltd., 55, Piccadilly, London, W. 1. Est. 1788.



GIFTS



IN
SILVER

WARING &
GILLOW
LTD.
164-180 OXFORD ST. LONDON, W.

*The latest step in
the evolution of the
perfect safety razor
is adjustability.*

"VALET" Auto Strop Safety Razor

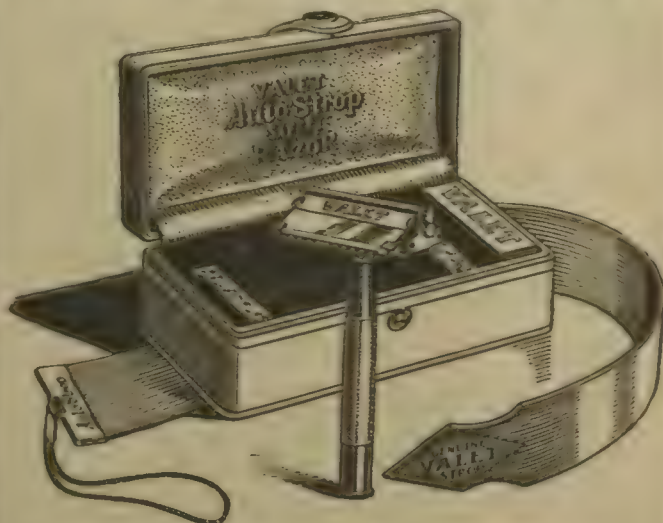
This razor has won the premier position in the world's markets and in the Navy and Army as the *only* razor that "strops itself." To this unique feature is now added the advantage of instant adjustability. By a touch on the adjusting lug you can vary the distance between the blade and the guard with supreme precision and accuracy, adapting the setting according to the toughness of your beard or the tenderness of your skin.

A superkeen blade and the means of automatically stropping it—a well-finished razor frame which has no loose parts and can be cleaned by just a rinse and a wipe—these features, combined with adjustability of the blade, produce the nearest possible approach to perfection in the present "Valet" razor.

THE STANDARD SET consists of heavily silver-plated self-stropping "Valet" Safety Razor, twelve genuine "Valet" Blades, and "Valet" strop; complete **21/-** in handsome case.

Of all high-class dealers throughout the world.

The AutoStrop Safety Razor Co., Ltd., 61, New Oxford Street, London, W.C. 1.
And also at New York, Paris, Milan, Sydney, Dublin, Toronto, &c.



The word "Valet" on Razors, Strops, and Blades indicates the genuine product of the AutoStrop Safety Razor Co., Ltd., 61, New Oxford Street, London, W.C. 1.

Christmas in the Shop—Continued.

This will be a Christmas of good gifts to mark the great good gift of peace. The Goldsmiths and Silversmiths Co. will be a favourite place to find them. A lovely gift, and one that is keenly appreciated, is a diamond-set wristlet-watch. Of these the Goldsmiths and Silversmiths have a remarkable stock. They are of their own make, thus saving the heavy tax on imports. So much foresight has been exercised about them that a watch is sold by them at £150 which would otherwise cost well over £200. In the matter of pearls

too the company is singularly well equipped for a busy time. Pearls will, it is believed, be a very favourite gift, as they are appropriate for a peace souvenir.



DIAMOND-SET WRISTLET WATCH.—Goldsmiths and Silversmiths Co.

It may be in years to come that a fine string will be pointed out as one bought at the Goldsmiths and Silversmiths by grandpapa for grandmamma to mark the close of the Great War. There are neat little strings for children at two guineas, and thence they mount in price to £50,000, if required. A handsome and effective



DIAMOND INITIAL WRISTLET.—Goldsmiths and Silversmiths Co.

necklet can be bought for £1200. In the matter of smaller presents there is any amount of choice at this great establishment. Whatever it is, the giver has the satisfaction of knowing that nothing better of its kind can be made, and that it is the utmost value for its cost.

Those who like to please home-lovers—and they are many—know that they can nowhere find a larger selection of useful gifts for the home at most reasonable cost than at that celebrated "Home Beautiful" firm, Williamson and Cole, 26-30, High Street, Clapham, S.W. A mahogany card-table of fine wood, with moulded legs and top, giving a really good finish, at seven guineas, is a present sure to please. There are many and most comfortable, and stylish chairs and settees, upholstered for real cosiness and beautifully covered, at varied prices. Down quilts are a speciality of Williamson and Cole, and the range is wonderfully wide. A personal touch can be given to a present of a down quilt by having the recipient's monogram embroidered on a self-coloured cover.

GIFT FOR THE HOME
BEAUTIFUL.
Williamson and Cole.

In these stressful times our troubles are not over with the war, albeit our worst anxieties are at rest; our hair plays false, and comes out in a way that troubles us gravely. The truth is that we have not given it a chance. We let it bear the strain without help when help was so easy. We had only to get a

TO PRESERVE A WOMAN'S GLORY AND A MAN'S
YOUTH.—Harlene.

bottle of Edwards' famous Harlene from any chemist, or from the manufactory, 20, Lamb's Conduit Street, W.C. 1, and do a daily hair-drill therewith. Men, and women too, who have been obliged to wear their uniform caps all day want Harlene Hair-Drill badly, and should have it at once to prevent the damage going further. It is prepared in ways that make it very convenient to carry about.

Badge-brooches are just as popular gifts as ever, for, if war is over, the mammoth Army and the great Navy and the fine Air Force are all in being, and will so remain until the Huns' undoing for further mischief is complete. This being so, it is good news that the old-established, favourite, and up-to-date firm of Charles Packer and Co. continue to supply these badges in gold and enamel, in neat velvet-lined cases, for £2 2s. They make charming presents. The one illustrated is the Royal Air Force badge; the firm are making a speciality of it in very fine aquamarine-and-diamond drop necklets at the moderate cost of £35. They are most effective, and the aquamarine is not only lovely, but is looked upon as lucky. There are very pretty wristlets of black moiré fastened with a letter, any from A to Z, in diamonds. These make presents that have a special significance. Messrs. Packer's address is 76, Regent Street, W.

AQUAMARINE
AND DIAMOND
PENDANT.
Charles Packer.

ROYAL AIR FORCE BADGE.—Charles Packer.

The great favour won by Zenobia perfumes is due to their convenience as well as to their lasting quality. A touch on the handkerchief, dress bodice, or sachet from the glass stopper gives just the requisite odour: if it is Lily-of-the-valley, it seems that there must be a bed of these odorous and lovely flowers near. The prices for these dainty, diminutive bottles of condensed perfume are 3s., 6s., and 12s. 6d. They can be obtained of all perfumers, stores, and chemists—a list will be sent by Zenobia, Ltd., Loughborough, Leicestershire.

Solid Silver Engine-turned Foxhead Plain Shaped Chippendale
Border Toilet Set.

Hair Brush - £4 12 6	Comb - £2 2 0
Hat Brush - £2 2 0	Scent Bottle - £3 17 6
Hand Mirror - £9 0 0	

BY APPOINTMENT
Jewellers to H.M. the King.

Christmas

THE Goldsmiths & Silversmiths Company have made a great effort to offer Christmas stocks of the most varied and complete description for the selection of Gifts. Buyers should, however, be warned to make an alternative choice, if possible, in case of short supply, as the demand for advertised articles is expected to be exceptionally large. Such shortness of supply would only be the result of War conditions. All articles are of highest quality and the best value.

Selections will be sent for approval if desired, carriage paid and at the Company's risk; or a Christmas Catalogue may be had post free on application.

WARNING

The Goldsmiths and Silversmiths Company have no branch establishments in Regent Street, Oxford Street, or elsewhere—in London, or abroad—only one address: 112 Regent Street, London, W. 1.

THE
GOLDSMITHS & SILVERSMITHS
COMPANY LTD.
with which is incorporated
The Goldsmiths' Alliance Ltd. Est'd 1751

112 REGENT STREET, LONDON, W. 1



INFLUENZA!

"If persons entering densely crowded underground lifts and cars were to keep their mouths closed—by preference upon an antiseptic lozenge . . . the spread of influenza would be much abated."—A physician writing in "The Lancet."

"Having tried all the B.P. and proprietary antiseptic lozenges, I have been reduced to one, and one only—Formamint Tablets."—A Physician writing in "The Practitioner."

Act on this hint to-day. Buy a bottle of Formamint—carry it in your pocket or hand-bag—and suck a tablet whenever you enter a crowded germ-laden place. This will protect you, not only against Influenza, but also against Sore Throats and Colds, etc.

But be sure you get *genuine* Formamint—sold by all chemists at 2/2 per bottle, and manufactured solely by Genatosan, Limited (British Purchasers of The Sanatogen Co.), 12, Chenies Street, London, W.C. 1. (Chairman: The Viscountess Rhondda.)

Protect yourself by taking

Formamint

THE GERM KILLING
THROAT TABLET



GONG SOUPS

overcome war-time difficulties. They are easy to prepare, nutritious and inexpensive. They save time and the trouble of obtaining ingredients, which may be difficult to buy in many localities, and are expensive in others.

Gong Soups can be made perfectly by anyone. The ingredients are carefully selected, flavoured and mixed. All that remains to be done is to add water, simmer for 15 or 20 minutes according to directions, and serve.

Gong Soups help to fill the gap caused by the present shortage of meat.

A stew consisting of potatoes and Gong Soup makes a satisfying meal.

12 VARIETIES 2d. PER PACKET.

Scotch Broth
Mock Turtle
Pea
Mulligatawny
Lentil
Kidney



Ox Tail
Thick Gravy
Celery Cream
Green Pea
Hare
Tomato

Sole Proprietors and Manufacturers:
OXO Limited, Thames House, London, E.C.4.

THE PLAYHOUSES.

"JOLLY JACK TAR" AT THE PRINCES.

WHAT one likes about "Jolly Jack Tar," as about all honest straightforward melodrama, is that there

is no nonsense of psychological subtlety confusing its appeal; here is a play about British heroism at sea, and in the Great War, which goes plump for the fighting—chiefly at Zeebrugge—and for the enemy in all his ugly manifestations. And it chooses for its hero no dandy lieutenant or star-adorned admiral, but a seaman almost middle-aged, who, in love and battle alike, lives up to the jollity of the title. In a sense, it is true, Ben Bartimus, boatswain and mate, had enjoyed unusual experiences, for he had shared in the voyages of Drake and Raleigh before he found himself on the famous Mole.

Ben's earlier appearances in English history are illustrated by means of the cinema, which affords us visions in moving pictures not only of Drake at his game of bowls, and a rather grim-visaged Queen Bess, but also of the last fight and death of Nelson. Despite, however, these imposing preliminaries, it is a very characteristic and modern Tar whom we see courting his widow. Swimming out to the ship German spies try to prevent his being able to join, foiling the Hun who has placed a time-bomb in the captain's cabin, grappling with enemies galore on the Mole, cheering up fellow-prisoners in their place of torture, and escaping to freedom and the honour of the Victoria Cross—all this adventure is sterling good stuff; and during the course of its episodes Mr. Ambrose Manning, as Ben, alternates broad comedy, gallantry, and gentleness in the proportions we like to think typical of our "jolly Jack Tars." His is the lion's rôle; but Mr. Charles Rock and Mr. Sam

Livesey are given scope, as the two German spies, to put plenty of vigour into their scenes; and the authors, Mr. Seymour Hicks and Mr. Arthur Shirley, have not forgotten passages of humour for Miss May Beatty's buxom and genial widow. Interludes of song and

"US," AT THE AMBASSADORS.

The revues in which Miss Lee White figures, the latest of which, "Us," is modestly described as a "song-show," bear a strong family resemblance; but just as it is only to strangers that members of one family seem alike, so

friends and admirers of the popular actress will doubtless discover plenty of differences between the new show at the Ambassadors and its predecessors elsewhere, and may well reckon this youngest to be the best and brightest of the series. Certainly it gives Miss Lee White herself innumerable chances for the display of her quiet humour and dainty vocalisation, and it abounds in rag-time melodies of marked variety. Such a turn as "He's coming home" may confidently count on favour, though the "Peach" song is sure to run it close in popularity, as well by reason of its taking lilt as because of the exquisite "Peach Garden" ballet with which it is associated; and there is certainly one other scene, picturing a couple's reconciliation after the four years of war, which will afford general delight, so prettily does the leading player rise to her one chance of revealing sentiment.

But, though Miss Lee White's gracious personality pervades the show, "Us," as indeed the title would seem to demand it should not be, is very far from being a one-part or one-performer show. Miss Betty, for instance, makes a hit as a call-boy; the "Eclair Twins" are full of high spirits; Mr. Monk Wolfe, Mr. Bob Cory and Mr. Clay Smith do each their

bit; and if there were nothing else, instead of an abundance of good things, to please, a visit to the Ambassadors just now would be worth while, if only to watch Mr. Bert Coote's pantomime in the restaurant scene, where the couponless character he represents watches in despair a luckier diner consume what should have been his meal.



LT. G. B. CAMERON, M.C.
East Yorks Regt. Son of
Major and Mrs. Cameron, of
Keith, N.B. Killed in action.

LIEUT. HERBERT B.
BIGGS, M.C.
R.N.V.R. Killed in action. Had
been awarded Military Cross.

LIEUT. C. H. TROTTER,
Alberta Dragons, and R.A.F.
Son of the Rev. J. C. Trotter,
Andrahan. Killed night-flying.

CAPT. GEOFFREY L. MAULE,
R.A.M.C. Son of the late Dr. William
Maule, and Mrs. Maule, of Birkdale.
Died on active service.

LT. J. NORMAN ROSTERN,
Manchester Regt. Son of Mr.
Joseph Rostern, Chief Goods
Manager, Great Central Rally.

ON THE ROLL OF HONOUR.

Photographs by Martin and Salinger; Bacon and Sons, and Field.

dance get as little in the way of the plot as the "movies" or the picturesque mounting; and the whole combination, rather unique for the way in which many ingredients are happily blended, can be recommended without reservation to the hosts of playgoers who have a relish for melodrama.



Austin

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DO you know what it is like to read a novel—one that begins with a heroine whose charms are not enumerated, but whose personality and environment seem to have some resemblance to your own? And then, on page four or five, to find something of this sort: "Her (the heroine's) hair rippled in soft, shining waves round her delicately tinted face. She had one of those peach-like skins that never seem to roughen or to burn. Her eyes were hidden at the moment under long, silken lashes, but a dimple hovered at the corner of her red mouth, as she pulled a rose to pieces between her white hands"—and so on.

At this point, if you are analytic, you begin to compare this exquisite creature with yourself. With what results? To find that you are hopelessly at a disadvantage, and that you are lucky if you can find one point in your looks that can vie with her fictitious charms. The story loses half its interest; you are no longer identified with the heroine.

But has it ever occurred to you that with a little patience and perseverance, that flowery description, with one or two slight alterations, might be applied to YOU?

YOU CAN'T HELP YOUR FEATURES—BUT you can help your skin, your hair, your hands—and that is something. Look carefully at the description of your heroine. Nothing is said about her features, unless you count a dimple as a feature. Let us be systematic.

Her hair is described as "rippling in shining waves."

YOUR HAIR WOULD BE JUST AS PRETTY if you would shampoo your hair with stallax instead of that common soap or manufactured "wash" that you are ruining it with at present. If, owing to your unkind treatment, it is thin and inclined to split at the ends, you should try this simple home recipe. One package boranium, obtained from any chemist, mixed with $\frac{1}{4}$ pint bay rum. Boranium possesses wonderful properties of renewing the strength, beauty, and natural colour of the hair. "Perhaps," you say, "this is all very well." Admitted that these preparations make the hair thick and glossy, how can anything but nature, or hot irons, produce "rippling waves"? Have you never heard of silmerine?

A little liquid silmerine applied on the hair before going to bed and brushed out in the morning, will transform your straight locks into the most bewitching tight curls or fascinating "kinks," according to the amount used and your individual tastes.

To return to our heroine. "How can I ever accomplish a peach-like skin," you ask in despair, "and having secured it, how render it impervious to roughness and sunburn? No, it is too much." Nevertheless, there is much TRUTH IN OLD PROVERBS, and when you, so glibly quote "Beauty is but skin deep," do you realise that you are stating a solid, undeniable fact—one on which a whole philosophy of beauty has been based?

Below a skin that may be blotched, roughened, and discoloured, is a complexion as clear and as fresh as a little child's. But how remove the ugly outer layer, the pores of which are clogged with waste matter? The skin is a delicate fabric, and no force must be used. Mercolised wax, which contains oxygen, will, if applied like ordinary cold cream, invisibly absorb the ugly outer cuticle, leaving the lovely new skin in all its glory.

To protect this delicate skin from the devastating effects of wind and weather, bathe the face and neck with a little clemantine dissolved in water, which will form the lightest of films over the complexion, at the same time giving it the much-coveted "peach-like bloom."

As to the long, silky lashes, a little menna-line rubbed into the roots of the lashes with the tips of the fingers before going to bed will work wonders. If your hands are not as white as you would wish, a little lemon juice will remove bad stains, and bicrolum jelly will take away all redness and chapping.

A week or two of this treatment will make that description applicable to you. If you sit and pull a rose to pieces, any critical observer will have time to notice charms in you which attract immediate attention, and which will bear the closest scrutiny.



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This must be rectified.

A contribution, however small, from every reader of this paper will enable us to provide for these brave and deserving men. You alone know what your share should be—just send it along with the form below!

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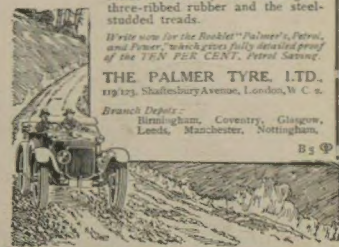
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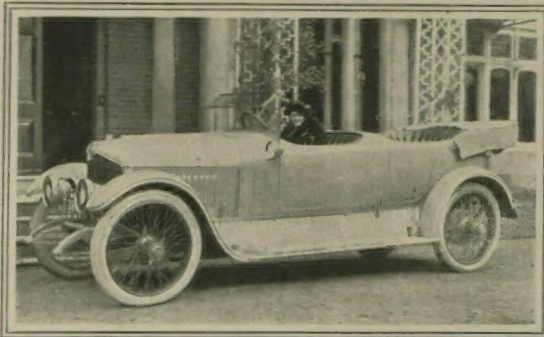
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The Petrol Situation.

It seems as though some further statement is due from the Petrol Controller as to the release of motor-fuel now that the major demands of the Services have undergone drastic reduction. It is understood that the amount of petrol in the country is very large—so large that it will before long begin to tax all the storage resources available to their limit, if the present rate of importation is anything like maintained. It is true that the Controller has promised that the existing restrictions shall be removed as rapidly as possible; but the only earnest of the intention we have so far received is that contained in the assurance that the present microscopic allowances to the civilian motorist may be shortly increased, that the business community is to receive first consideration, but that there will be no supplies for ordinary motoring consumption until peace is definitely concluded. Now, the earliest period at which peace can be signed is put at April next, while it may quite easily be June before the



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effective consummation of the negotiations. That means that a period of from four to six or seven months must elapse before we can get back to our normal motoring

activities. If it were only a question of pleasure, or even of mere convenience, it would not matter very greatly. We have been so long without the use of our cars that a month or two more or less would not cause us a great deal of mental distress; but there is far more in the question than this. For one thing, there is an army of men who were chauffeurs before the war and who will presently be coming on the labour market in the natural process of demobilisation, and who cannot be employed in their former situations until the cars they were used to drive can be put into service again. Then, until that time comes it is useless for anyone to take delivery of new or replacement cars; and it follows that, the more delay there is in getting back to normal conditions, the more the motor industry will be hampered in the work of reconstruction. Of course, there may be reasons why we cannot be given petrol until after the Peace Treaty is signed and ratified, but they are certainly not apparent to the average well-informed person who has so much knowledge of the fuel situation as is given to those outside official circles. If such reasons do in fact exist,

(Continued overleaf.)

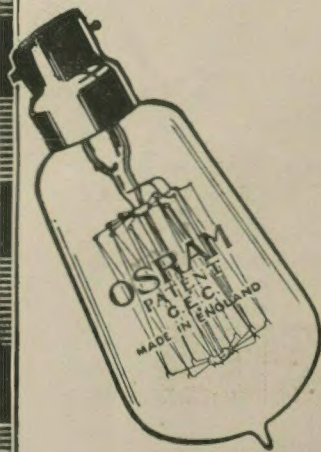
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(Continued)

then it seems to me that they should be disclosed, so that discontent and misunderstanding shall not arise. The permissive Order which has just come into force helps, but does not really get us much farther; and, as I have said, a more definite and categorical statement of future intentions is needed.

A Motor Show Next Year.

The Society of Motor Manufacturers and Traders has lost no time in making the announcement that it intends to organise forthwith a complete series of exhibitions. We shall see, therefore, during 1919 at least three Shows at Olympia, including the Motor Show in November, an Aero Show and a Commercial Vehicle and Marine Motor Show on dates which do not appear to have been definitely settled yet. In thus making public its intentions the Society has gone ahead of every other industrial organisation; since, so far as I know, no other similar body has announced its line of exhibition policy. It is a good augury for the future of the British motor industry.

Car Licences.

The Automobile Association reminds me that motorists desirous of lending their cars, without payment, for

the conveyance of electors to the poll during the forthcoming election, and providing this is the only purpose for which their cars are employed this year, will not become liable for payment of the annual motor-car licence for 1918. A large number of motorists, who will benefit by the relaxation of the petrol restrictions permitting the use of motor vehicles for any purpose within a radius of thirty miles on and after Dec. 1, may prefer to reserve their petrol allowances for election work; but it cannot be too strongly pointed out that, if cars are used for any other purpose during December, owners immediately become liable to the usual tax. Where liability is incurred on or after Oct. 1, licences can be obtained at half the usual rates.

A Change of Title.

I am informed that the name of the Swift Motor Company, Ltd., has been changed, and the firm will in future be known as "Swift of Coventry." A notable concern in the earliest days of cycling, Swift of Coventry bore a worthy share in pioneer motoring, and has been well up in the front of British motor manufacturing organisations for the past twenty years. They tell me that their reconstruction programme is well advanced, and that early

in the New Year they hope to be ready with considerable numbers of their 10 and 15-h.p. models, with a new 12-h.p. type to follow about midsummer. W. W.

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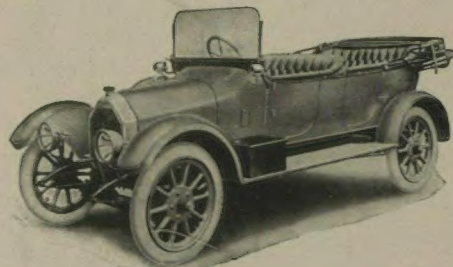
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